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Appendix XXI

APPENDIX 3.7.3.

GUIDELINES FOR THE TRANSPORT OF ANIMALS BY LAND

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Article 3.7.3.1. bis

Responsibilities

Once the decision to transport the animals has been made, the welfare of the animals during their journey transport is the paramount consideration and is the joint responsibility of all people involved with the individual responsibilities of those persons being described in more detail in this Article.

The roles of each of those responsible are defined below:

- 1. The owners and managers of the animals are responsible for the general health of the animals and their fitness for the journey, and for their overall welfare during the journey, regardless of whether duties are subcontracted to other parties during transport. They are also responsible for ensuring compliance with any required veterinary or other certification, and for the presence during the journey of at least one animal handler competent for the species being transported, with the authority to take prompt action. They are also responsible for ensuring that equipment and veterinary assistance are provided as appropriate for the species and journey. These responsibility should apply regardless of whether duties are subcontracted to other parties during transport.
- 2. Business agents or buying/selling agents have a joint responsibility with owners for the selection of animals that are fit to travel. They have a joint responsibility with market owners and managers of facilities at the start and at the end of the journey for the availability of suitable facilities for the assembly, loading, transport, unloading and holding of animals, including for any stops at resting points during the journey and for emergencies.

An animal handler is a person with a knowledge of the behaviour and needs of animals which, with appropriate experience and a professional and positive response to an animal's needs, results in effective management and good welfare; their competence should be demonstrated through independent assessment and certification.

- 3. Animal handlers are responsible for the humane handling and care of the animals, especially during loading and unloading, and for maintaining a journey log. <u>To carry out their responsibilities</u>, they should have the authority to take prompt action. In the absence of a separate *animal handler*, the driver is the *animal handler*.
- 4. Transport companies, vehicle owners and drivers are responsible for planning the journey to ensure the care of the animals:
 - a) transport companies and vehicle owners are responsible for choosing appropriate vehicles and ensuring that properly trained staff are available for loading and caring for animals;
 - b) transport companies and vehicle owners are responsible for developing and keeping up to date contingency plans to address emergencies and minimise stress during transport;

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- c) transport companies and vehicle owners are responsible for producing a journey plan which includes a loading plan, journey duration and location of resting places;
- d) drivers are responsible for loading only those animals which are fit to travel, for their correct loading into the vehicle and their inspection during the journey, and for appropriate responses to problems arising. If its fitness to travel is in doubt, the animal should be examined by a veterinarian in accordance with point 5 a) of Article 3.7.3.5.
- 5. Managers of facilities at the start and at the end of the journey and at resting points are responsible for:
 - a) providing suitable premises for loading, unloading and securely holding the animals, with water and feed when required, until further transport, sale or other use (including rearing or slaughter);
 - b) providing competent animal handlers to load, unload, drive and hold animals in a manner that causes minimum stress and injury;
 - c) minimising the opportunities for disease transmission;
 - d) providing appropriate facilities, with water and feed when required;
 - e) providing appropriate facilities for emergencies;
 - f) providing facilities for washing and disinfecting vehicles after unloading;
 - g) providing facilities and competent staff to allow the humane killing of animals when required;
 - h) ensuring proper rest times and minimal delay during stops.
- 6. The responsibilities of *Competent Authorities* include:
 - a) establishing minimum standards for animal welfare, including requirements for inspection of animals before, during and after their travel, <u>defining 'fitness to travel'</u> and appropriate certification and record keeping;
 - b) approving setting standards for facilities, containers and vehicles for the transport of animals;
 - c) setting standards for the competence of drivers, *animal handlers* and managers;
 - d) ensuring appropriate awareness and training of drivers, *animal handlers* and managers;

- e) implementation of the standards, including through accreditation of / interaction with other organisations;
- f) monitoring and evaluating the effectiveness of standards of health and other aspects of welfare;
- g) monitoring and evaluating the use of veterinary medications.
- h) expediting the passage of animal consignments at frontiers.

- All individuals, including veterinarians, involved in transporting animals and the
 associated handling procedures should receive appropriate training and be competent to
 meet their responsibilities.
- 8. The receiving Competent Authority should report back to the sending Competent Authority on significant animal welfare problems which occurred during the journey.

Article 3.7.3.2.

Competence

- 1. All people handling animals, or who are otherwise responsible for animals during *journeys*, should be competent according to their responsibilities listed in Article 3.7.3.1. Competence may be gained through formal training and/or practical experience. Competence in areas other than animal welfare would need to be addressed separately.
- 2. The competence of *animal handlers* should be demonstrated through a current certificate from the <u>Competent Authority</u> or an independent body, accredited by the <u>Competent Authority</u>. The certificate should be in one of the OIE official languages if the international transport of animals is involved.
- 3. The assessment of the competence of *animal handlers* should at a minimum address knowledge, and ability to apply that knowledge, in the following areas:
 - a) planning a journey, including appropriate space allowance, and feed, water and ventilation requirements;
 - b) responsibilities for animals during the *journey*, including loading and unloading;
 - c) sources of advice and assistance;
 - d) animal behaviour, general signs of disease, and indicators of poor animal welfare such as stress, pain and fatigue, and their alleviation;
 - e) assessment of fitness to travel;
 - f) relevant authorities and applicable transport regulations, and associated documentation requirements;
 - g) general disease prevention procedures, including cleaning and disinfection;
 - <u>h</u>) appropriate methods of driving;
 - i) methods of inspecting animals, managing situations frequently encountered during *transport* such as adverse weather conditions, and dealing with emergencies;
 - species-specific and age-specific aspects of animal handling and care, including feeding, watering and inspection;
 - <u>k)</u> maintaining a journey log and other records.

Planning the journey

1. General considerations

a) Adequate planning is a key factor affecting the welfare of animals during a journey.

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- b) Before the journey starts, plans should be made in relation to:
 - i) preparation of animals for the journey;
 - ii) choice of road or rail;
 - iii) nature and duration of the journey;
 - iv) vehicle / container design and maintenance, including roll-on roll-off vessels;
 - v) required documentation;
 - vi) space allowance;
 - vii) rest, water and feed;
 - viii) observation of animals en route;
 - ix) control of disease; and
 - x) emergency response procedures.
- c) Regulations concerning drivers (for example, maximum driving periods) should be harmonised with maximum transport journey intervals appropriate for the species.

2. Preparation of animals for the journey

- a) When animals are to be provided with a novel diet or method of water provision during transport, an adequate period of adaptation should be planned. <u>For animals such as pigs which are susceptible to motion sickness, and in order to reduce urine and faeces production during the journey, a short period of feed deprivation prior to loading may be desirable.</u>
- b) Animals should be exposed to appropriate contact with humans and handling conditions (including methods of restraint) prior to transport to reduce their fearfulness and improve their approachability (see Article 3.7.3.5.). Since Animals more accustomed to contact with humans and with being handled are likely to be less fearful of being loaded and transported. People handling animals should handle and load animals in a manner that reduces their fearfulness and improves their approachability.
- c) Behaviour-modifying compounds (such as tranquillisers) should not be used routinely during transport. Such compounds should only be administered when a problem exists in an individual animal, and should be administered by a veterinarian or other person who has been instructed in their use by a veterinarian.

3. Nature and duration of the journey

The maximum duration of a journey should be determined according to <u>factors such as</u>:

a) the ability of the animals to cope with the stress of transport (such as very young, old, lactating or pregnant animals);

- b) the animals' previous transport experience;
- c) the likely onset of fatigue;
- d) the need for special attention;
- e) the need for feed and water;
- f) the increased susceptibility to injury and disease;
- g) space allowance, vehicle design, road conditions and driving quality;
- h) weather conditions.

4. Vehicle and container design and maintenance

- a) Vehicles and containers used for the transport of animals should be designed, constructed and fitted as appropriate to the species, size and weight of the animals to be transported; special attention should be paid to the avoidance of injury to animals through the use of secure smooth fittings free from sharp protrusions. The avoidance of injury to drivers and animal handlers while carrying out their responsibilities should be emphasised.
- b) Vehicles and containers should be designed with the structures necessary to provide protection from adverse weather conditions and to minimise the opportunity for animals to escape.
- c) In order to minimise the likelihood of the spread of pathogenic agents <u>infectious</u> <u>disease</u> during transport, vehicles and containers should be designed to permit thorough cleaning and *disinfection*, and the containment of faeces and urine during a journey.
- d) Vehicles and containers should be maintained in good mechanical and structural condition.
- e) Vehicles and containers should have adequate ventilation to meet variations in climate and the thermo-regulatory needs of the animal species being transported; the ventilation system (natural or mechanical) should be eapable of operating effective when the vehicle is stationary and the air flow should be adjustable.
- f) Vehicles should be designed so that the faeces or urine from animals on upper levels do not soil animals on lower levels, nor their feed and water.
- g) When vehicles are carried on board ferries, facilities for adequately securing them should be available.

- h) If feeding or watering while the vehicle is moving is required, adequate facilities on the vehicle should be available.
- i) When appropriate, suitable bedding should be added to vehicle floors to assist absorption of urine and faeces, to minimise slipping by animals, and protect animals (especially young animals) from hard flooring surfaces and adverse weather conditions.
- 5. Special provisions for transport in vehicles (road and rail) on roll-on/roll-off vessels or for containers
 - a) Vehicles and containers should be equipped with a sufficient number of adequately designed, positioned and maintained securing points enabling them to be securely fastened to the vessel.

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- b) Vehicles and containers should be secured to the ship before the start of the sea journey to prevent them being displaced by the motion of the vessel.
- c) Roll-on/roll-off vessels should have adequate ventilation to meet variations in climate and the thermo-regulatory needs of the animal species being transported, especially where the animals are transported in a secondary vehicle/container on enclosed decks.

6. Space allowance

- a) The number of animals which should be transported on a vehicle or in a container and their allocation to different compartments should be determined before the vehicle or container is loaded loading.
- b) The space required on a vehicle or in a container depends upon whether or not the animals need to lie down (for example, pigs, camels and poultry), or to stand (horses). Animals which will need to lie down often stand when first loaded or when the vehicle is driven with too much lateral movement or sudden braking.
- c) When animals lie down, they should all be able to adopt a comfortable, normal lying posture which allows necessary thermoregulation.
- d) When animals are standing, they should have sufficient space to adopt a balanced position as appropriate to the climate and species transported (Article XXX).
- e) The amount of headroom necessary depends on the species of animal. Each animal should be able to assume its natural position for transport (including during loading and unloading) without coming into contact with the roof or upper deck of the vehicle.
- f) Calculations according to <u>for</u> the space allowance permitted for each animal should be carried out using the figures given in Appendix XXX or, in their absence, in a relevant national or international document. The size of already established groups will affect the number and size of the pens, and the distribution of animals in pens on the vehicle. The number and size of pens on the vehicle should be varied to where possible accommodate already established groups of animals while avoiding group sizes which are too large.
- g) Other factors which may influence space allowance include:
 - i) vehicle / container design;
 - ii) length of journey;
 - iii) need to provide feed and water on the vehicle;

- iv) quality of roads;
- v) expected weather conditions.

7. Rest, water and feed

a) There should be planning for the availability of suitable water and feed during the journey. Feed should be of appropriate quality and composition for the species, age, condition of the animals, climatic conditions, etc as appropriate and needed for the species, age, and condition of the animals, as well as the duration of the journey, climatic conditions, etc.

b) Animals should be rested There should be planning for the resting of animals at resting points at appropriate intervals during the journey. The type of transport, the age and species of the animals being transported, and climatic conditions should determine the frequency of rest stops and whether the animals are should be unloaded. There should be planning for water and feed availability during rest stops.

8. Ability to observe animals en route in relation to during the journey duration

- a) Animals should be positioned to enable each animal to be observed regularly during the journey to ensure their safety and good welfare.
- b) If the animals are in crates or on multi-tiered vehicles which do not allow free access for observation, for example where the roof of the tier is too low (i.e. less than 1.3 m), animals cannot be inspected adequately, and serious injury or disease could go undetected. In these circumstances, a shorter journey duration should be allowed, and the maximum duration will vary according to the rate at which problems arise in the species and under the conditions of transport.

9. Control of disease

As animal transport is often a significant factor in the spread of infectious diseases, journey planning should take the following into account:

- a) mixing of animals from different sources in a single consignment should be minimised;
- b) contact at resting points between animals from different sources should be avoided;
- c) when possible, animals should be vaccinated against diseases to which they are likely to be exposed at their destination;
- d) medications used prophylactically or therapeutically should be approved by the <u>Veterinary Authority</u> of the <u>importing country</u> and should only be administered by a veterinarian or other person who has been instructed in their use by a veterinarian and agreed by the <u>Veterinary Authority</u> of the <u>importing country</u>.

10. Emergency response procedures

Appropriate contingency plans to address emergencies should be prepared in advance.

There should be an emergency management plan that identifies the important adverse events that may be encountered during the journey, the procedures for managing each event and the action to be taken in an emergency. For each important event, the plan should document the actions to be undertaken and the responsibilities of all parties involved, including communications and record keeping.

11. Other considerations

a) Extreme weather conditions are hazardous for animals undergoing transport and require appropriate vehicle design to minimise risks. Special precautions should be taken for animals that have not been acclimatised or which are unsuited to either hot or cold conditions. In some extreme conditions of heat or cold, animals should not be transported at all.

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b)	In some circumstances, transportation during the night may reduce thermal stress or the adverse effects of other external stimuli.
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